

1933

# Windsor, Essex, And Lake Shore Railway: Criticisms And Charges, 1933

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## WINDSOR, ESSEX & LAKE SHORE RAILWAY

CRITICISMS & CHARGES BY AN ANONYMOUS WRITER,  
DATED JANUARY 19, 1933.

KINGSVILLE, Ontario.  
January 19th, 1933.

Mr. A.B. Smith, M.L.A.,  
South Essex.

Dear Sir:-

Regarding the rehabilitation, operation and management of the W.E. & L.S. Railway by the Ontario Hydro Railways, a Department of the Ontario Hydro Commission, we beg to submit for your consideration statistics regarding the same.

Regarding the Organization:

A. The Hydro Railways represented that the difference in cost of operating under Hydro would overcome all deficits, that the service would be hourly, rates greatly reduced and all men given employment. None of these conditions were fulfilled.

B. Regarding the Rehabilitation Period:

Motors and trucks were bought from Detroit at scrap iron prices. At the same time all steel coaches and engines could have been bought in the same way for approximately \$800.00 plus the duty. These coaches and engines were seventy-five per cent better than what we had, yet our coaches with the second hand motors cost \$160,000.00, and the engines with second hand motors and trucks cost \$21,900.00.

C. In no statement is there any mention of any money received for five car loads of scrap iron from the old power house nor thirty-two thousand odd pounds of copper wire from the old overhead lines.

D. Machinery valued at several thousand dollars was removed from the power house at great cost of labor and cartage and stored in a shed on London Street, Windsor, absolutely useless, where it would have been very useful left as it was. At the same time, a steam engine to run this machinery was broken up for scrap.

E. Three construction cars worked out of Windsor at a cost of about \$50.00 per day for a period of six months. They began work at about nine o'clock and quit about three. The rest of the day was taken in travelling to and from work. If they came in after five o'clock they received double time.

Engines number Nine bought at St. Catharines and number Ten were refitted with second hand motors and trucks. Number Ten in the Survey was valued at \$100.00. Number Nine would be worth slightly more. At least two men were ten months on Number Ten when two months were sufficient to do the work.



F. One man worked for nearly one year on an old car to make a service car. It was not finished and stands uncompleted yet.

Regarding the Operation Period:

A. A service car costing the same and using the same time as the construction cars was employed costing approximately \$50.00 per day each day in use when \$12.00 would have covered the cost of work done.

B. A Windsor engine was paid \$7.40 per day each day it was employed on the road yet for period of eight months our engine was ready for use and yet this hired engine was used.

On Howard Avenue we paid half upkeep and half power, ten cents per mile rental or \$32.80 per day for cars and \$33.00 wages and got half the profits. Also we paid \$1,750.00, our share for the upkeep of the C.P.R. crossing. Now, we are receiving rental of \$3.94 per day.

C. The S.W. & A. Railway paid \$30.00 per horse power. The W.E. & L.S. paid thirty-four per horse power, yet the two systems were joined together at the McDougall Street transformer in Windsor.

D. We are given to understand that the Hydro Railway management over and above wages received, charged twenty percent commission on all purchases needed by the W.E. & L.S. Railway.

E. Four-one hundred horse power motors were used in the cars when it is well known that four - fifty horse power motors would have handled them quite easily.

Regarding the Management Period:

A. During thirty-four months of operations only five reports were furnished by the Railway. Each report was always several months late, that is a report in July would likely be up to the previous March. No report was in detail. We have no idea of the actual cost of dozens of purchases.

B. Mr. Campbell of the Canadian Fruit Company, Windsor, offered \$100.00 per month for the use of the Windsor barns. For weeks no answer was given him. Finally he was told to pay cost of remodeling at \$500.00 and they would rent it to him. The offer was refused.

C. Local Traffic Solicitors were many times asked to quote rates on car load lots. This information had to come from Toronto by way of Windsor and after days of delay when the reply had come, the business had been lost yet a Traffic Manager in Toronto was paid \$225.00 per month besides the office help.

D. When the road was purchased \$704,000.00 was left to begin work. Since that time \$300,000.99 has been borrowed from the Windsor Banks, \$325,000.00 earnings have been used and \$203,000.00



deficits have been incurred, making over one and one-half million dollars that have been spent by the Railways, rehabilitation, operations, management, legal fees, interest, etc.

The above are more or less general. Many other items can be quoted and many more that we are not able to check having no financial statement in detail, the Hydro Railways refusing to give the same, can be furnished.

Finally, while we freely admit that the then Premier Ferguson advised against purchase and that we know only too well that we have large debentures, interest, exchange, etc., to pay which will be a great burden of taxation to all rate-payers in all the interested municipalities, we sincerely feel that the facts were misrepresented to us, that there has been gross mismanagement and neglect in the operation and gross extravagance in the spending of our money which was in reality a public trust placed in the hands of a public service of the Ontario Hydro Commission.

We respectfully ask that you solicit the support, especially of the Members of the Legislative Assembly for Essex County in the placing of the question of the municipalities receiving a detailed statement of all receipts and expenditures by the Ontario Hydro Railways and interceding with the proper authorities in our behalf that they may see fit to at least grant to the municipalities, the amount of the deficit, each municipality to receive in proportion as it was originally assessed.

Therefore, it is moved by

Seconded by \_\_\_\_\_ that Mr. A.B. Smith, M.L.A.,  
for South Essex, be hereby asked to favorably consider that the matter  
of a detailed audit and a financial grant of \$203,363.74, the amount  
of the deficit, be asked from the Government. Each municipality to  
receive from this grant in proportion to its original assessment.

Yours very truly,

(4) Statement - Construction of the Railway

The Board of Directors of the Windsor, Essex & Lake Shore Railway Company, in its report to the shareholders for the year 1932, states that the cost of carrying out the construction of the railway was \$1,000,000. The Board also states that the cost of carrying out the construction of the railway was \$1,000,000.

The Board of Directors of the Windsor, Essex & Lake Shore Railway Company, in its report to the shareholders for the year 1932, states that the cost of carrying out the construction of the railway was \$1,000,000. The Board also states that the cost of carrying out the construction of the railway was \$1,000,000.

## WINDSOR, ESSEX & LAKE SHORE RAILWAY

CRITICISMS & CHARGES BY AN ANONYMOUS WRITER,  
DATED JANUARY 19, 1933. AND ANSWERS THERETO.

The Board of Directors of the Windsor, Essex & Lake Shore Railway Company, in its report to the shareholders for the year 1932, states that the cost of carrying out the construction of the railway was \$1,000,000. The Board also states that the cost of carrying out the construction of the railway was \$1,000,000.

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THE WINDSOR, ESSEX AND LAKE SHORE RAILWAY  
CHARGES AND CRITICISMS DATED JANUARY 19TH, 1933  
AND ANSWERS THERETO.

(A) Statement:- Regarding the organization.

The Hydro Railways represented that the difference in cost of operating under Hydro would overcome all deficits, that the service would be hourly, rates greatly reduced and all men given employment. None of these conditions were fulfilled.

Answer:- In pursuance of the Hydro-Electric Railway Act and of a request by the Municipalities concerned, the Commission made a report on the Windsor, Essex and Lake Shore Railway and transmitted same to the Municipalities on June 10th, 1927. The report estimated the cost of purchase of the Railway to be \$296,000 and the cost of rehabilitation to be \$704,000, both of which estimates were realized. On account of various delays, the operation of the Railway was not taken over by the Association until September 8th, 1929, when the effects of the industrial depression were already being felt. There were no promises made with respect to a reduction of rates, or that all men would be given employment. This can be confirmed by a perusal of the reports of meetings. No statement was made that the service would be hourly. The suggested service is shown on the last page of the report above referred to. The statements made with respect to cost of purchase and rehabilitation, as well as the cost of operation, have been adhered to and the deficits incurred have been solely due to a shrinkage in revenues, due to the industrial depression and conditions which could not be anticipated and over which we had no control.

That the existing conditions resulting from the depression were not anticipated even by Companies that had made a most careful survey, is clearly indicated by the fact that a large mercantile enterprise purchased property on Ouellette Avenue at a time when property values were at their peak. The site has not yet been occupied by the Company who made the purchase. The property could be secured to-day for considerably less than was paid for it. The Windsor Gas Company spent approximately \$7,000,000 in the Border Cities area and are not selling as much gas to-day as they were in the early 1920's. The Bridge, Tunnel, office buildings, two or three of the larger factories, hotels and Municipalities all made very heavy commitments, which were not only justifiable, judging by the conditions which were existing at the time the commitments were made, but were absolutely essential, as will be clearly proven with a return to anywhere near normal conditions.

In 1928 and 1929 there were approximately 45,000 to 50,000 pedestrians crossing the Detroit River daily, while to-day there are less than 15,000. A conservative estimate in normal times would add half a million dollars a year to the Tunnel revenue, for pedestrians alone.



(B) Statement:- Regarding the Rehabilitation Period:

Motors and trucks were bought from Detroit at scrap iron prices. At the same time all steel coaches and engines could have been bought in the same way for approximately \$800.00, plus the duty. These coaches and engines were seventy-five percent better than what we had, yet our coaches with the second-hand motors cost \$160,000.00 and the engines with second-hand motors and trucks cost \$21,900.00.

Answer:- Second-hand motors and trucks were not purchased in Detroit. The trucks for the passenger cars were purchased new from the National Steel Car Company, Hamilton. The motors were purchased from the Elgin, Belvedere and Rockford Railway, Chicago, and were a modern, efficient motor, as their low cost of maintenance will show. These cars did not cost \$160,000. They cost approximately \$123,000 completely equipped. No satisfactory cars could be purchased in the second-hand market, as was found by a thorough canvass.

The two locomotives were equipped with second-hand motors and trucks. The four motors and the two Baldwin trucks on each of the locomotives were purchased in Albion, Michigan, at a cost of \$1,200 per locomotive. One steel body was purchased in St. Catharines for \$7,500. The other was rebuilt from one of the old locomotives of the W.E. & L.S. Railway. Controllers and compressors and other equipment were purchased and the total cost of locomotives was approximately \$11,000 each. The cost, new, of one of the controllers alone would be approximately \$5,000. They gave excellent satisfaction and service and at a very low cost of maintenance.

(C) Statement:- In no statement is there any mention of any money received for five carloads of scrap iron from the old power house, nor thirty-two thousand odd pounds of copper wire from the old overhead lines.

Answer:- The total amount credited to the Railway for the sale of scrap material during the rehabilitation was \$19,286.99. There were over 100,000 pounds of scrap copper from the old overhead system, not 32,000 pounds as mentioned. It is impossible in submitting reports to detail every item of revenue and expense. The Secretary of the Association has been to Toronto and has investigated the credits received by the Railway for the sale of scrap material and was satisfied that all proper credits received by the Railway have been made. All major sales of scrap material were made by tender.

(D) Statement:- Machinery valued at several thousand dollars was removed from the power house at great cost of labour and cartage and stored in a shed on London Street, Windsor, absolutely useless, where it would have been very useful left as it was. At the same time, a steam engine to run this machinery was broken up for scrap.

Answer:- The machinery referred to consisted of a lathe, drill, power hacksaw, small grinder and a milling machine. They were approximately twenty years old and could be sold only for scrap. As use could be made of these, they were purchased by the Sandwich, Windsor and Amherstburg Railway at the amount of the highest tender received. The machines that were of no value were scrapped.



(E) Statement:- Three construction cars worked out of Windsor at a cost of about \$50.00 per day for a period of six months. They began work at about nine o'clock and quit about three. The rest of the day was taken in travelling to and from work. If they came in after five o'clock they received double time.

Engine No. 9 bought at St. Catharines and No. 10 were refitted with second-hand motors and trucks. No. 10 in the survey was valued at \$100.00. No. 9 would be worth slightly more. At least two men were ten months on No. 10, when two months were sufficient to do the work.

Answer:- This charge is ambiguous. If it means three cars were charged at \$50.00 per day each, the total is approximately \$24,000.00 for the item. If it is meant that the three cars were charged at a total of \$50.00 per day for six months, the total would be \$8,000.00. Actually the total rental paid for all equipment, including three line cars, line truck, other motor trucks and pole trailer, was only \$3,624.00, for the entire rehabilitation period. Rental of line cars and trucks was charged at \$1.00 per hour only, and charges for any one car never amounted to over \$9.00 per day for a full day's rental. In rebuilding the line it was necessary to use extra care with respect to the overhead because the old line was operated with 6,000 Volts, making the work very hazardous. On April 21st, 1930, the first cut was made in the trolley wire at Devonshire Track. On July 25th, 1930, the overhead was completed sufficiently to permit of through operation on 600 Volt. On August 16th, the new cars were placed in regular service, so that the change over from 6000 to 600 Volts in the overhead required approximately three months.

The Line gang followed the 7.00 A.M. car from Windsor in the morning and returned at about 5.00 P.M. The line gang were not allowed any overtime. We have never paid more than time and a half for overtime for any work.

Engines referred to in this section have been covered in Section B.

(F) Statement:- One man worked for nearly one year on an old car to make a service car. It was not finished and stands uncompleted yet.

Answer:- With the improved freight equipment only one man was required to look after the maintenance of the locomotives and emergency work at the South end of the line. So that he would have something to do in his spare time, it was decided to construct a service car. With the decrease of traffic, a further lay-off of men was necessary and the services of a Mr. McDougal (who had been formerly employed by the Old Company as lineman) were dispensed with. This man had met with an accident while in the employ of the Old Company, which incapacitated him to a considerable extent. He only received approximately \$11.00 per month from the Compensation Board and was a married man. It was felt by some of the Directors of the W.E. & L.S. Railway that he should be taken care of and at their request he was appointed to assist in the construction of the service car, until another position could be found that he could fill. He was on this work from January 1931, to December 1931.



(A) Statement:- Regarding the Operation Period:

A service car costing the same and using the same time as the construction cars was employed, costing approximately \$50.00 per day each day in use when \$12.00 would have covered the cost of work done.

Answer:- The statement that the service car cost \$50.00 per day is entirely incorrect. A service charge of  $6\frac{1}{2}$  cents per mile was assessed for this work, amounting to a maximum of \$6.50 per day.

(B) Statement:- A Windsor engine was paid \$7.40 per day each day it was employed on the road, yet for period of eight months our engine was ready for use and yet this hired engine was used.

On Howard Avenue we paid half upkeep and half Power, ten cents per mile rental of \$32.80 per day for cars and \$33.00 wages and got half the profits. Also we paid \$1,750.00, our share for the upkeep of the C.P.R. crossing. Now, we are receiving rental of \$3.94 per day.

Answer:- The rental paid for this engine was  $6\frac{1}{2}$  cents per mile. The maximum daily mileage when the engine was operating was approximately 100 miles. The W.E. & L.S. Railway engine that is referred to as being on hand at Kingsville for a period of eight months was of an entirely different type and could not perform the work for which the S.W. & A. Railway engine was used. The inference that the W.E. & L.S. engine was not used during this eight months' period is erroneous, the fact being, that it was used whenever possible.

In connection with Howard Avenue service, the statements made are entirely incorrect. The interurban operation always paid for the upkeep of the C.P.R. crossing. On December 16th, 1930, the local service between Sandwich and Ouellette Streets in Windsor and the Grand Marais Road was inaugurated. The W.E. & L.S. Railway rented the cars from the S.W. & A. Railway for this service. The service required three regular cars with spares and the rental was 10 cents per mile. They operated approximately 600 car miles per day. The rental that was paid by the W.E. & L.S. Railway covered interest, power, maintenance of cars, use and maintenance of track on Erie and Ouellette Avenue and other maintenance of equipment. The W.E. & L.S. Railway received all of the fares collected on these cars, except that portion that would be covered by transfers (no transfers were issued from or to the interurban cars.) The transfers amounted to 18.2% of the local passenger business. The W.E. & L.S. Railway are receiving a rental of 1.2 cents per car mile from the S.W. & A. Railway for that portion of the line from Erie and Howard to Devonshire track, and the S.W. & A. Railway pay for the maintenance of the C.P.R. and the Essex Terminal Railway crossings as well as maintain the track. This 1.2 cents per car mile now being paid for the use of Howard Avenue track is the same as the rental paid by the W.E. & L.S. Railway for the use of the S.W. & A. Railway tracks on Erie and Ouellette Avenue.



(C) Statement:- The S.W. & A. Railway paid \$30.00 per horse power. The W.E. & L.S. paid thirty-four per horse power, yet the two systems were joined together at the McDougall Street transformer in Windsor.

Answer:- The statement that the S.W. & A. Railway paid \$30.00 per H.P. at McDougall is quite correct, and the W.E. & L.S. paid \$34.00 per H.P. at Maidstone, Cottam and Ruthven, is also approximately correct. Any power that the W.E. & L.S. used from McDougall station was charged to them at the rate of \$30.00 per H.P.

(D) Statement:- We are given to understand that the Hydro Railway management over and above wages received, charged twenty percent commission on all purchases needed by the W.E. & L.S. Railway.

Answer:- The Hydro Railway management never charged any commission on purchases. All material used for rehabilitation of the W.E. & L.S. Railway for any purpose was billed directly to the W.E. & L.S. Railway and there was no charge of any nature assessed against such purchase. Some material that was in the S.W. & A. Stores and was required by the W.E. & L.S. Railway was supplied at cost plus ten percent, the ten percent added was in accordance with usual practice, to cover store expenses and only applied to small stores.

(E) Statement:- Four - one hundred horse power motors were used in the cars when it is well known that four - fifty horse power motors would have handled them quite easily.

Answer:- Four - fifty H.P. motors would not handle the W.E. & L.S. cars or provide the speed that was necessary. This can be confirmed by any person who has any knowledge of motor requirements.

(A) Statement:- Regarding the Management Period:

During thirty-four months of operation, only five reports were furnished by the Railway. Each report was always several months late, that is a report in July would likely be up to the previous March. No report was in detail. We have no idea of the actual cost of dozens of purchases.

Answer:- Reports were furnished to the Directors of the W.E. & L.S. Railway at every meeting during rehabilitation and no requests for further information were made by them, that were not complied with. A meeting was held in Kingsville when some of the Municipalities asked for more detailed information. This was furnished to the Association for distribution on May 27th, 1931, and covered the period to the 31st of March, 1931. On June 26th, 1931, a further report was sent which covered the operation to April 30th, 1931. A report showing the capital status as at October 31st, 1930, was furnished and a further report showing the capital status as at the 31st of December was also furnished. These reports also showed the operating results up to the 31st of October, 1930. As soon as the rehabilitation was completed, detailed monthly reports were prepared and furnished to the Association, and commencing on June 1931, additional copies of monthly reports were furnished to each individual member of the Association. These reports were furnished as a rule about six weeks following the end of each month, that time being



required to assemble the detailed information. On November 18th, 1931, an interim report for the fiscal year ending October 31st, 1931, was furnished and was followed by final report. In all, there have been six special reports and 23 detailed monthly reports, one survey and a report by Mr. M.E. Brian, besides numerous letters and verbal reports at the Association meetings.

(B) Statement:- Mr. Campbell of the Canadian Fruit Company, Windsor, offered \$100.00 per month for the use of the Windsor barns. For weeks no answer was given him. Finally he was told to pay cost of remodelling at \$500.00 and they would rent it to him. The offer was refused.

Answer:- The whole basis of the above statement is wrong. The cost of remodelling these premises to provide for this Company's occupancy was \$8,800 and not \$500.00. We were approached in the first place by a firm who desired to secure a location for a storage warehouse. After several meetings with them, they requested the Railway to pay them a commission of \$500.00 if the warehouse was located on our line. We advised that we would treat with the principles only, and that we could not pay any commission. On August 8th, 1931, the Canadian Fruit Company, represented by Mr. Campbell, discussed the rental of the old car barns at Arthur Street with representatives of the Commission. Several meetings were held and the outcome was that to obtain this industry it would be necessary to make alterations in the car house to make same suitable for the Fruit Company, at an estimated cost of \$7,000 plus an additional estimated amount of \$1,800 on account of Railway requirements. The rental at first was \$100.00 per month with a return of the capital expenditure over a five year period, but at this time the agitation for the closing of the Railway was so strong that no further capital expenditures could be recommended, nor could the Fruit Company take the chance of locating permanently on Arthur Street, unless they could be assured of a continuity of service.

(C) Statement:- Local traffic solicitors were many times asked to quote rates on carload lots. This information had to come from Toronto by way of Windsor and after days of delay when the reply had come the business had been lost, yet a Traffic Manager in Toronto was paid \$225.00 per month besides the office help.

Answer:- Local traffic solicitors and agents had tariffs covering carload lots. They also had private telephone connection with Toronto and we had no complaints from them with respect to securing information. We have on file a number of letters to them requesting suggestions for the improvement of service conditions; and any recommendations that they made were given serious consideration.

(D) Statement:- When the Road was purchased, \$704,000.00 was left to begin work. Since that time \$300,000.99 has been borrowed from the Windsor banks, \$325,000.00 earnings have been used and \$203,000.00 deficits have been incurred, making over one and one-half million dollars that have been spent by the Railways, rehabilitation, operations, management, legal fees, interest, etc.

Answer:- This statement confuses capital monies with revenue and deficits and is answered in detail by the financial reports submitted to the Association.



## WINDSOR, ESSEX & LAKE SHORE RAILWAY

CRITICISMS & CHARGES BY AN ANONYMOUS WRITER,  
UNDER HEADING OF "HISTORY OF W. E. & L. S. RY.  
UNDER HYDRO MANAGEMENT."

HISTORY OF W.E. & L.S.R. RLY.  
UNDER HYDRO MANAGEMENT

On Sept. 7th, 1929, notice to all employees was given as to change of Management and that same was to be handled in future by the Hydro Railways acting for the Windsor, Essex and Lake Shore Railway Association.

The first order given was that all Hydro Passes were made good on the W.E. & L.S. Railway and immediately the money was started to be spent. Shelters along the railway, stations, and offices were painted, and the cars of the old Company, which were later scrapped, were re-painted. A new form of Pass Book was gotten out for the operators of the cars, and others entitled to same, with the exception of the trackmen, who were told that if they had occasion to use the line, that they must pay the regular fare.

A number of men were added to the staff of trackmen, and the work was started on the tracks, installing new ties, and putting on stone dust, procured from Amherstburg, when we have a gravel pit of our own on the line. A local one-man service was started with W.E. & L.S. cars between Windsor and Devonshire, without the permission of the Railway Board and after operating some time, at a loss, it was discontinued.

After the weather had gotten so cold that work could not be continued on the track, work was commenced on the culverts by a gang from Windsor, installing new timbers, as well as ties where needed. On Dec. 20th, the line experienced one of its worst snow storms and the cars were tied up owing to the equipment being in such a run down condition, and after trying to get same cleared, with an old snow plow, which had been of little or no value for the last two years, it was decided that men would have to be put on, and clear the road, in order to get cars over the line. On getting to Cottam, it was found that the crushed stone that had been put on late in the fall had been heaved by frost to such a height that it was necessary that same must be thrown out before cars could be put over same. This was done and cars proceeded to Essex. While passing through North Ridge, the Superintendent and Roadmaster were picked up, the first that had been seen of them since the beginning of the storm. On arrival at Essex, it was found that the bricks in the Essex pavement between the tracks had also heaved, and after a considerable number had been removed, the engine was gotten over same, and proceeded to try for Windsor. After several derailments, the engine arrived in Windsor, but had to break trail from the outskirts of Windsor into the Windsor office, regardless of the fact the Hydro claimed wonderful equipment in Windsor for removing snow. The following day, the bricks that were left in the Essex street had to be removed before passenger cars could travel over tracks. Considerable disgust was expressed by passenger and freight patrons, as to the efforts made in getting the line cleared.



Shortly after, a temporary sub-station was set up at Maidstone, using Hydro power, which proved to be a decided improvement. In the meantime, negotiations were under way to purchase engine No. 12, afterwards numbered 9, from the Canadian National Railways, and men were sent down to have same equipped for the trip from St. Catharines to Windsor, and we paid freight on same from St. Catharines to Windsor, even though we had purchased same from the Canadian National Railways. As soon as possible after the power from the Hydro had proved that it was going to be a success, negotiations were started for the scrapping of the power house equipment, which was done, and afterwards was a subject of a great deal of criticism, by all members of the different Councils, owing to there being no mention as to the amount received for same in any reports furnished by the Hydro railways. In March the feeder line was started and was strung along on the old poles, replacing those poles which were not strong enough to carry the increased weight, after the feeder line had been strung, the work of changing the trolley line was started in April and power was cut off for certain stretches and the direct current was turned on. There was also considerable talk as to how this work was carried on in regards to the number of hours worked, the time work started in the morning, and the time work stopped in the afternoon.

During this time there were several other projects started such as the rebuilding of engine No. 10, the body of same having been consigned to the scrap heap many years previous by the old company. The sub-stations were also built, but customers of our line, who were in the brick business and who had shipped their products over the line for years, were not given an opportunity to supply the brick for same. Might say that this move made a knocker of one of our best boosters, this man even going so far as to route his coal into Kingsville over the Pere Merquette Railway, then trucking same to his yard, which was four miles further to haul the coal than had he had it come in over our line. There were sidings put in at Leamington and at Seaccliffe to promote business, the one siding proving to be a poor layout, as far as the Railway was concerned, owing to the very sharp turns that were put in same, making it a difficult matter to get the large fruit cars around and causing a lot of unnecessary delay in the handling of cars. The fruit sheds were enlarged and the fruit both express and freight were handled in a good column. As freight was steadily picking up and passenger business was on the decline, in a letter to Mr. Robertson, it was proposed to reduce the fares so that our line could compete with the private owned auto, and nothing was done in this connection until the following April, nearly a year later, when an excursion rate on two trains daily, which amounted to the same thing as a theatre special, a thing that had been tried out by the old company, and had proved a failure.

Earlier in the year it was decided that all the members of the former head office staff would be taken from here, and accordingly the Traffic Manager was taken to Toronto, and the clerks were transferred to different points, leaving the road to operate under long distance management. The rebuilding of Engine No. 10 was commenced and after several months was completed, and put in running



order, and was ready on Sept. 25th. During this time we were operating Engine No. 198, an engine belonging to the S.W. & A. lines and this was continued until the following spring with the exception of times when the freight load was such that it was unsafe to operate same as there were no air connections for the breaking of trains, Engine being of a single type car operation. About this time the wages of the Trainmen were increased from 47 and 50 cents per hour to 63 and 82 cents per hour, and men from Windsor were added to the service, owing to the hours being shortened and the pay increased, it was possible for two more men to be added to the staff. During this year there was considerable murmurings from the public as to the advisability of the raise of wages at a time when everything else was on the decline.

The Council of Kingsville then asked for some report as to how their money was being spent and at their next meeting demanded of their Association Member that he must demand same. In June the Kingsville Council decided that a General Meeting would be called and at this meeting there were present Mr. Lucas and Mr. Robertson, and Robertson gave assurances that there would be reductions made of such a nature that the deficits would be greatly reduced, stating that he was still of the opinion that he could still bring the road through alright. It was understood by the talk of the Association that there would be reductions made at Toronto that would help but at the closing time of the road the employee that was specified was still in the employ of the Company and was drawing salary from this road.

A Roadmaster was sent here from the east to assist the line, and was not relieved of his position until his death. Men were brought also from Newmarket to take charge of the Essex Section thereby causing dissatisfaction of the Essex Townspeople. There was a demand that a man be put on the road to solicit freight, and before he was allowed to close any deal, no matter how small or of what value to the Railway, he was compelled to get in touch with Toronto before he was allowed to close same.

There was also considerable comment on the prices paid for the following articles: the car bodies and their construction as suitable for this line; the purchase of the trailer car and its purpose owing to its only being possible to handle same with the above mentioned cars due to the locations of drawbars. The purchase of and the re-habilitation of engines Nos. 9 and 10. The connecting of all lines in with the S.W. & A. line at McDougall Street substation in the matter of power, also as to the difference in the cost of same per horsepower. The construction of the overhead lines. The equipment used in the substations. The taking of all machinery from the Kingsville shops and the having of one engine and two cars serviced there, with no equipment, and having to send to Windsor for the smallest repairs. The amount of time consumed by the line car in the event of any repairs having to be made to the line. The attitude that was taken by the Management in regard to the Legion Picnic and the length of time consumed before an answer to their request



for equipment was given, and the length of time to get a reply to any other request pertaining to freight, passenger, leases or purchases. The changing of time tables that cut service, but effected no other saving than that of wheelage on cars and made people so that they took to clubbing together in the driving of cars to and from work. The construction of overhead and tracks on Arthur Street, just before route was changed to go in over Erie Street and Ouellette Avenue. The delays caused by city cars, that were apparently given the right of way over the interurban and the posting of men on runs who were not familiar with route, which caused an accident in which the company was severely criticised by both the public and the Railway Commission. The way the readings were taken from the substations and the time that was spent in operation of same every day. The advice that was given to the Association as to what could be done up to the point of doing it, and then finding something different. The attitude of acting altogether within themselves and not consulting the Association until after some move had been made, the money spent, and then presenting the bill for same. The advising against the closing of the railway and then being very active in all matters pertaining to its closure and advising the Association against any offers that were presented.

ANSWERS TO ANONYMOUS CRITICISMS & CHARGES  
UNDER HEADING OF "HISTORY OF W. E. & L. S. RY.  
UNDER HYDRO MANAGEMENT"



ANSWERS TO  
GENERAL STATEMENTS UNDER THE HEADING OF  
"HISTORY OF THE W.E. & L.S. RAILWAY".

With reference to statements purporting to be a history of the W. E. & L. S. Railway, the facts are as follows:-

When the Railway Line was taken over on September 8th, 1929, Hydro passes were made good on the W. E. & L. S. Railway for the remaining three and a half months of the year. New passes for the W.E. & L. S. Railway alone were issued on January 1st, 1930.

Employees' Book Passes were also issued in order to prevent employees using the Railway except for railway purposes.

The painting of the old interurban passenger cars, to which objection is taken, was done to make them look presentable until new equipment was furnished. The painting of these cars cost approximately \$25.00 apiece.

There was certain work, principally track work, carried out in the fall of 1929, in order to make the line safe to operate over and this work was carried out as quickly as possible, after which work was discontinued for the winter months. The gravel pit referred to as being on the line of the W. E. & L. S. was absolutely useless as far as ballast was concerned, and crushed stone was secured from the Brunner-Mond Company in Amherstburg at a cost that was less than we could have secured ballast from the W. E. & L. S. gravel pit, even if the material had been suitable.

The statement is made that a local one-man service was started by the Hydro between Windsor and the Devonshire track without permission of the Railway Board, and that the operation proved to be a losing proposition when it was discontinued. This statement is absolutely untrue. There was no local one-man car service provided by the Hydro on Howard Avenue until the permanent service was established to Grand Marais Road on December 16th, 1930.

A criticism is made of the handling of the equipment during snow storm on December 20th, 1929. They state that the Hydro claimed to have wonderful snow removing equipment in Windsor and had not used same. The snow storm occurred practically three months after the Road had been taken over by the Association and before any major changes were made. Hydro equipment could not have been used because the line was still operating on 6000 volts, whereas the Hydro equipment operated on 600 volts only.

The bricks referred to in the track at Essex were certainly in a terrible condition and had been for a number of years. The condition of the equipment was also bad, but was considerably better than when maintained by the old Company. The responsibility for the operation of the equipment that they had and the maintaining of service was up to Mr. Keele, their trainmaster, whom we presume did what he could to facilitate conditions.



Because of the excessive cost of generating power at Kingsville, it was decided to erect temporary transformers at Maidstone and secure our power from the Hydro, closing down the old plant at Kingsville, even in advance of the completion of the new substations to provide for 600 Volt operation. The cost of power at Kingsville at this particular time was running about \$5,500 a month. Transformers were rented from the H. E. P. C. and the installation was made and placed in operation February 1st, 1930, the cost being in the neighbourhood of \$2,500, the cost of power dropping from approximately \$5,500 per month to \$3,200.

With reference to the purchase of engine No. 12, one man was sent down to St. Catharines to accompany this engine from St. Catharines to Windsor, railroad regulations requiring this action. There was no work dismantling or equipping same for the trip by Hydro employees. In reference to the body of engine No. 12 having been consigned to the scrap heap, this statement is untrue. An examination of the body will furnish quite conclusive evidence.

In connection with the building of the substations, these substations were constructed by local residents under Hydro supervision. The brick used in the substations was not of the kind manufactured in the area served by the Railway Line, but there were only 28,000 bricks required for the three substations. There were no curves put in any new sidings that were constructed that were not of a greater radius than the controlling curve already in existence in the Town of Kingsville.

The moving of the Head Office staff from Kingsville to Toronto consisted of the transferring of one man and a stenographer. The long distance management that they speak of is more of a mental condition in the minds of those desiring to make complaints, rather than an actuality.

Trainmen's wages were increased from 50 cents to 62 cents an hour, with an over-time rate of 20 cents an hour in addition. Of course over-time was eliminated as far as possible. Time and a half is common practice on most railways. The increased rate of wages covered trainmen, but for passenger trainmen this was offset by the decreased running time. Their rate of wage was afterwards reduced in December, 1931.

With reference to a Roadmaster being sent up from Toronto, it was necessary to have a man with experience on the work. He was relieved of his position when work was completed. He moved back to Newmarket and died there a couple of months later.

The relocation of tracks on Arthur Street, Windsor, was part of the change occasioned by the construction of the new market in Windsor, and was paid for by the City of Windsor.

The statements are the opinions of a man without knowledge of costs and of restricted experience, and those not specifically replied to are of such a biased and trivial nature that I do not think they require comment.